



Department of Defense DIRECTIVE

NUMBER 4500.37

April 2, 1987

USD(A)

SUBJECT: Management of the DoD Intermodal Container System

- References:
- (a) DoD Instruction 4500.37, "Use of Intermodal Containers, Special-Purpose Vans, and Tactical Shelters," March 17, 1981 (hereby canceled)
 - (b) [DoD Instruction 4500.45](#), "DoD Transportation Policy Council," April 24, 1984
 - (c) DoD Instruction 4100.14, "Packaging of Material," July 2, 1980
 - (d) DoD Instruction 4100.33, "Operation of Commercial Activities," September 9, 1985
 - (e) through (g), see enclosure 1

1. REISSUANCE AND PURPOSE

This Directive:

1.1. Reissues reference (a) to update policy, procedures, and responsibilities for the development and management of a fully interrelated DoD and commercial intermodal container system.

1.2. Ensures a coordinated effort in the development and adoption of a container-oriented distribution system with standard equipment, policies, and procedures.

1.3. Integrates the development and management of the DoD intermodal system with the functions of the DoD Transportation Policy Council (DTPC) (reference (b)).

2. APPLICABILITY AND SCOPE

This Directive:

2.1. Applies to the Office of the Secretary of Defense (OSD), the Organization of the Joint Chiefs of Staff (OJCS), the Military Departments, the Unified and Specified Commands, and the Defense Agencies (hereafter referred to collectively as the "DoD Components"). The term "Military Services," as used herein, includes the Army, the Navy, the Air Force, and the Marine Corps.

2.2. Applies to the United States Coast Guard (USCG) and to the Maritime Administration (MARAD) by agreement with the Department of Transportation (DoT).

2.3. Includes DoD policies for the use of intermodal containers, special purpose vans, and tactical shelters.

2.4. Encompasses the effects of containerization and intermodality on organizational and equipment development; standardization; needs at ports, air terminals, ships and aircraft; and forward movement in overseas theaters.

3. DEFINITIONS

Terms used in this Directive are defined in enclosure 2.

4. POLICY

4.1. It is DoD policy that DoD Components attain and maintain a container-oriented distribution system of sufficient capability to meet DoD-established mobilization and deployment goals while ensuring commonality and interchange ability of intermodal containers, hardware, and equipment between the Military Services and commercial industry, which collectively constitute the DoD container-oriented distribution system. The container-oriented distribution system must interface with and complement the movement and control of all other noncontainerized DoD cargo.

4.2. The DoD policy is to rely on the use of intermodal container resources and services furnished by the commercial transportation industry when doing so is responsive to military requirements.

4.3. Containerized shipment shall be the preferred method, unless cost effectiveness or peculiar shipment requirements are an overriding factor.

5. RESPONSIBILITIES

5.1. The Under Secretary of Defense (Acquisition) (USD(A)) shall:

5.1.1. Coordinate the continued development of the overall DoD program for the container-oriented distribution system.

5.1.2. Maintain liaison and coordinate container system development with Federal, executive, and regulatory agencies.

5.1.3. Provide policy guidance implementing this Directive.

5.1.4. Review, at least annually, the status of each program assigned in enclosure 4 of this Directive.

5.2. The Organization of the Joint Chiefs of Staff (OJCS) shall provide oversight to the maintenance and improvement of interoperability between the various Service container systems. Service plans that require assistance of, or impact on, the container programs of other Services shall be brought to OJCS Logistics Directorate (J-4) for coordination.

5.3. The Secretary of the Army, through the Military Traffic Management Command (MTMC), shall manage and monitor the status of intermodal surface containers in common-user service while these containers are in the Defense Transportation System (DTS).

5.4. The Secretary of the Navy, through the Military Sealift Command (MSC), shall act as DoD agent for procurement of intermodal surface containers for common-user service supporting those DoD Component requirements and capability assessments coordinated through MTMC.

5.5. The Secretary of the Air Force, through the Military Airlift Command (MAC), shall act as the DoD agent responsible for the procurement of intermodal air containers and for the implementation of a system of airlift intermodal air containers and shelters for the Military Services.

5.6. The Heads of DoD Components shall:

5.6.1. Review, develop, coordinate, and carry out assigned container programs (see enclosure 4).

5.6.2. Develop container-oriented distribution system equipment, including doctrine, organization structure, logistic support, and maintenance requirements, and training programs to satisfy Service-unique requirements.

5.6.3. Direct container system development to ensure that:

5.6.3.1. Tasks assigned to the DoD Components are consistent with overall DoD goals.

5.6.3.2. Satisfactory progress is achieved within identified periods, including the preparation of required progress reports.

5.6.3.3. Development problems are identified properly, assigned priorities, and followed up until resolved.

5.6.3.4. Development is within established DoD policy guidance.

5.6.3.5. There is optimum compatibility with commercial container systems in general use in the industry, and that it is within the packaging policy guidance established by DoD Instruction 4100.14 (reference (c)).

5.6.3.6. Related phases of research, development, initial procurement, testing and evaluation, production, distribution, logistic support, maintenance, and mobilization planning are coordinated to achieve a balanced program in total system development and integration.

5.6.4. Comply with applicable military specifications in packaging and shelter designs.

5.6.5. Establish a central point, or points, of contact to address tasks contained in this Directive and to provide advice to the DTPC members on intermodal matters and container system development.

5.6.6. Program, budget, and fund programs for container system development consistent with guidance provided by USD(A).

5.6.7. Plan and integrate container system actions within and between other Military Departments, DoD Components, and commercial activities.

6. PROCEDURES

6.1. Containers and associated equipment may be purchased or leased in the following situations:

6.1.1. When required to provide a nucleus for use on MSC-controlled ships, or required for long-term use on MSC-chartered ships to meet military requirements.

6.1.2. When required to provide a nucleus for use in the MAC airlift system.

6.1.3. When the equipment is peculiar to the Department of Defense, and unavailable from commercial sources in sufficient time and quantity to meet essential military needs.

6.1.4. When the equipment is required to meet the intra-installation requirements of the Military Departments.

6.1.5. When the equipment is required to meet contingency or mobilization requirements that cannot be met by containers in common-user commercial service, or to meet overriding security considerations.

6.1.6. When satisfactory commercial container service is unavailable at a reasonable cost (see DoD Instruction 4100.33 (reference (d))). For the purposes of this Directive, reasonable cost is defined as a cost not exceeding what commercial carriers charge private shippers.

6.1.7. When the equipment is required for essential military requirements other than point-to-point transportation. These purposes include, but are not limited to, the following:

6.1.7.1. Containers preloaded with military supplies necessary to support rapid deployment forces during contingencies or mobilization.

6.1.7.2. Containers configured with interior bins to stock spare parts or other supplies.

6.1.7.3. Containers required to remain in the overseas area for extended periods, either loaded or empty, to meet essential military requirements.

6.1.7.4. Containers, special-purpose vans, or shelters, configured to

serve operational requirements for mobile facilities, such as automatic data processing units, repair shops, communications vans, fire direction centers, munitions assembly and storage buildings, and tactical operation centers. Such items shall be procured with other than transportation program funds.

6.1.7.5. Nontransportation purposes such as temporary storage aboard commissioned Navy ships and short-term (less than 90 days) storage at DoD Component facilities. Containers required for nontransportational purposes shall not be acquired using transportation funds.

6.2. Containers used in transporting military cargo shall be subject to the following considerations:

6.2.1. The need to make optimum use of the MSC-controlled fleet, the U.S. commercial containership fleet, and the MAC airlift fleet to ensure their availability and capability to meet peacetime, contingency, and wartime requirements.

6.2.2. The need to make optimum use of organic or controlled military terminals and other facilities, ensuring the readiness of such resources to meet peacetime, contingency, and wartime requirements.

6.3. The use of foreign-flag carriers for containerized service shall be in accordance with the provisions of 10 U.S.C. 2631 (reference (e)) and DoD Directive 4500.9 (reference (f)). Foreign-flag carriers shall not be used in peacetime for containerized shipments when U.S.-flag breakbulk ships or aircraft are available and are capable of meeting the military requirement.

6.4. The 20-foot American National Standards Institute (ANSI) and International Standards Organization (ISO) container is designed as the primary size for containerized ammunition shipments. This includes the standard MILVAN, seavan, air/surface, seashed, flatrack, and side-door containers of various heights. While larger containers may be used in contingency or mobilization operations for munitions movements, the capability of the user to handle and transport these containers shall be the overriding consideration (e.g., availability or capacity of container-handling equipment).

6.5. Heads of DoD Components are authorized to approve procurement of containers or associated equipment to meet special needs set forth above, within the foregoing policy guidelines. USD(A) shall be provided information copies of all such procurement or leasing arrangements by the DoD Components for transportation purposes involving quantities of containers or equipment over 100 units.

6.6. ANSI and ISO container specifications shall be specified to the maximum extent possible in all procurement actions or long-term lease arrangement for tactical shelters or special-purpose vans (DoD Directive 3224.1, reference (g)).

6.7. To achieve maximum standardization and reduce inefficiencies, DoD Components shall procure only those shelters listed in enclosure 3 that have been approved as part of the DoD Standard Family of Tactical Shelters. Requests for exception to this policy shall be sent through Joint Committee on Tactical Shelters (JOCOTAS) to the Assistant Deputy Under Secretary of Defense (ADUSD)(Land Warfare) (TWP). JOCOTAS shall review these requests and recommend approval or disapproval action. The TWP, through JOCOTAS, shall control the shelters to be added or deleted from the DoD Family of Standard Tactical Shelters. DoD Components shall keep the JOCOTAS apprised of tactical shelter inventories and movement requirements data that, in turn, may be provided to the Transportation Operating Agencies (TOAs) and DTPC, as required.

6.8. Logistic support systems, both existing and planned, shall be made to accommodate these DoD policies, and shall include a mix of commercial and DoD assets that function together to provide a source-to-user capability for handling, storing, and transporting containerized and breakbulk shipments.

6.9. Each DoD Component shall coordinate with other concerned DoD Components in the development of concepts, procedures, software, and hardware that shall be used throughout the DoD system to use the full potential of a container-oriented distribution system. Heavy reliance shall be placed on inter-Service coordination and awareness of each other's programs and progress.

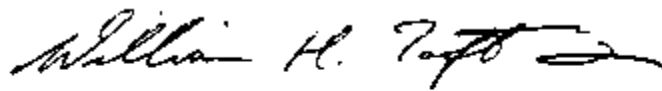
6.10. Domestic and foreign technological accomplishments and trends shall be considered throughout the development, procurement, and fielding of container equipment. Standardization and interoperability of equipment are vital to the efficiency, effectiveness, and flexibility of the system. There exists a continual requirement to reduce equipment proliferation through Military Service coordination and to realize the economies resulting from standardization.

6.11. Each DoD Component shall prepare plans for container programs assigned to it in enclosure 4. Each plan shall identify tasks, milestones, funding programs, and priorities. Service plans shall be forwarded to the USD(A) for approval and OJCS (J-4) for review. The status of each plan shall be briefed no less than annually to the DTPC (see DoD Instruction 4500.45 (reference (b))).

6.12. Maintenance support requirements and responsibilities shall be assigned to achieve long-term reliability and maintainability.

7. EFFECTIVE DATE AND IMPLEMENTATION

This Directive is effective immediately. Forward two copies of implementing documents to the Under Secretary of Defense (Acquisition) within 120 days.

A handwritten signature in black ink, reading "William H. Taft, IV". The signature is fluid and cursive, with a prominent "W" and "T".

William H. Taft, IV
Deputy Secretary of Defense

Enclosures - 4

- E1. References, continued
- E2. Definitions
- E3. DoD Standard Family of Tactical Shelters
- E4. Program Description and Planning Responsibilities

E1. ENCLOSURE 1

REFERENCES, continued

- (e) Section 2631 of title 10, United States Code
- (f) [DoD Directive 4500.9](#), "Transportation and Traffic Management," June 28, 1976
- (g) DoD Directive 3224.1, "Engineering for Transportability," November 29, 1977

E2. ENCLOSURE 2

DEFINITIONS

E2.1.1. American National Standards Institute (ANSI) and International Standards Organization (ISO) Standards. ANSI and ISO have established standards for the design and construction of containers used in intermodal transportation systems, and have recommended procedures and specifications for their testing. The Department of Defense adheres to those standards to the maximum extent practical. The ANSI and ISO standard nominal exterior dimensions for surface containers are 8 feet wide, 8 to 9 feet 6 inches high, and 5 to 45 feet long. The standard nominal lengths are 20 and 40 feet. Air/surface containers have a nominal width and height of 8 feet; the length may vary from 10 to 40 feet. The standard nominal length is 20 feet.

E2.1.2. Associated Equipment. Associated equipment includes the chassis, airlift adapter pallets, bogey assembly, and coupler devices, but does not include self-propelled vehicles, railcars, and automotive tractors.

E2.1.3. Breakbulk Ship. A ship with conventional holds for the stowage of breakbulk cargo, below or above deck, and equipped with cargo-handling gear. Ships also may be capable of carrying a limited number of containers, above or below deck, secured by conventional methods.

E2.1.4. Defense Transportation System. The collection of transportation facilities and services consisting of military-controlled terminal facilities, MAC-controlled airlift, MSC-controlled sealift, and any other Government-controlled air or surface transportation.

E2.1.5. Full Containership. A ship specially constructed and equipped to carry only containers without associated equipment, in all available cargo spaces, either below or above deck. The ship may or may not be a self-sustaining containership.

E2.1.6. Intermodal Container . An article of transport equipment designed to be carried in various ways, designed to optimize the carrying of goods by one or more transportation modes without intermediate handling of the contents, and equipped with features permitting its ready handling and transfer. Containers may have one or more doors, and be open top, refrigerated tank, open rack, gondola, air/surface, or other designs. Included in this definition are modules or clusters that are configured so that they can be coupled to form an integral unit regardless of intention to move singly or in multiplex configurations. For the purpose of this Directive, this definition also

includes seasheds and flatracks, although the use of such equipment may require intermediate handling of their contents when transferring from one mode of transportation to another.

E2.1.7. Joint Committee on Tactical Shelters (JOCOTAS). A Joint Services Committee established to obtain the coordination of all Military Services in developing the DoD Tactical Shelter Program. This committee integrates all tactical shelter requirements from the Military Services and DoD Components.

E2.1.8. Multipurpose Ship. A ship capable of carrying various combinations of breakbulk cargo, containers, roll-on or roll-off vehicles, and heavy lifts. Ships may be equipped with helicopter platforms, vehicle ramps, and conventional cargo gear. Includes lighter-aboard-ship and sea barge ships, both designed with the capability of loading and offloading with onboard cranes, or in the absence of fixed facilities, for berthing and docking. Barges and lighters are not self-propelled.

E2.1.9. Non-Self-Sustaining Containership. A containership that does not have a built-in capability to load or offload containers, and requires port crane service.

E2.1.10. Partial Containership. A ship with a portion of its cargo space specially designed and equipped for the exclusive carriage of containers without associated equipment. Remainder of cargo space is available for noncontainerized cargo. The ship may or may not be a self-sustaining containership.

E2.1.11. Point-to-Point Transportation. As applied to the use of containers, point-to-point transportation is that application when the container is limited to transportation, and normally is stuffed and unstuffed within the free time allowed by the carrier.

E2.1.12. Self-Sustaining Containership. A containership with shipboard-installed cranes capable of loading and off-loading containers without the assistance of port crane service.

E2.1.13. Shelters or Special-Purpose Vans. A pre-sized, portable structure designed to provide a live-in or work-in capability. This structure may be either rigid or expandable. Insofar as practical, the shelter shall conform to applicable ANSI and ISO container standards.

E3. ENCLOSURE 3

DoD STANDARD FAMILY OF TACTICAL SHELTERS

Type Shelter (Nomenclature) ¹	Shipping Mode Size (in feet)	Responsible Service ⁴	Remarks
<u>Non-Expandable</u>			
ISO	8 X 8 X 10	Marine Corps	EMI ²
ISO	8 X 8 X 20	Marine Corps	EMI
ISO	8 X 8 X 20	Marine Corps	Side removable for complexing
ISO	8 X 8 X 20	Navy	Mobile Facility System
ISO	8 X 8 X 20	Army	General purpose
Non-ISO S-250()/G	6 X 6 ½ X 7	Army	EMI
Non-ISO S-280B/G-C/G	7 ½ X 7 ½ X 12	Army	EMI
<u>Expandable</u>			
ISO	8 X 8 X 20	Army	2:1 one side expandable
ISO	8 X 8 X 20	Army	3:1 two side expandable
ISO	8 X 8 X 20	Army	7:1 (accordion) 50-ft expandable
ISO	8 X 8 X 20	Army	7:1 expandable building
Non-ISO S-530-A/G Knock down ³ ISO	7½ X 7 ½ x 12 8 X 8 X 20	Air Force Marine Corps	3:1 EMI Expandable indefinitely in 8 X 8 X 20-ft units

¹ The S-numeric designation reflects the assigned nomenclature for the shelter. Those shelters designated ISO have been assigned a Federal stock number of NSN 5411.

² Electromagnetic interference.

³ Shipped in 4-high stack to form 8x8x20 feet ANSI- and ISO-compatible unit.

⁴ Responsible for research, development, testing, and evaluation.

E4. ENCLOSURE 4

PROGRAM DESCRIPTION AND PLANNING RESPONSIBILITIES

E4.1. PROGRAM DESCRIPTION

E4.1.1. The designated DoD Component shall prepare program plans for containerization actions assigned to them for development, integration, and management. As a minimum, the program plan shall contain program direction, guidance, responsibilities, objectives, tasks, priorities, and target dates for program completion. The other DoD Components shall provide assistance and data input when a particular subsystem task falls under their mission responsibility. Test reports and independent evaluations pertaining to the container-oriented distribution system shall be forwarded to the Director of Transportation Policy, Office of the Under Secretary of Defense (Acquisition) (OUSD(A)), for review.

E4.1.2. Each Military Service is responsible for funding of assigned programs. OUSD(A) shall assist the Services in establishing funding priorities for accomplishing assigned program tasks, and shall monitor the programs' line items in the DoD budget.

E4.1.3. Program plans prepared in accordance with this Directive shall be updated annually by the responsible DoD Component as of December 31, and forwarded to the Director of Transportation Policy, OUSD(A), within 90 days following the cutoff date.

E4.1.4. The DoD Component assigned specific programs for management shall provide briefings annually to the Director of Transportation Policy, OUSD(A), and to the members of the DTPC. Periodic updates may be requested by the chairman.

E4.2. PLANNING RESPONSIBILITIES

<u>PROGRAM TITLE</u>	<u>RESPONSIBLE DoD COMPONENT</u>
Air Movement Plan	Department of Air Force
Containerized Ammunition Distribution Plan	Department of Army (AMC)
Seashed Program Management Plan	Department of Navy
Offshore Discharge of Containers/Logistics over the Shore (OSDOC/LOTS) Program Management Plan	Department of Army and Navy
Container Systems Hardware Status Report	Department of Army (AMC)
Container Requirements and Availability Study	Department of Army (MMTC)